

ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. III.

DECEMBER, 1922

No. 11



DISCRETION

arising from actual experience prompts the Fisherman to buy quality equipment and avoid frequent replacements—hence, in buying rope, he naturally looks for the red, white and blue *Tape-Marker* bearing the significant words "Guaranteed Rope, made by Columbian Rope Co., Auburn, N. Y."

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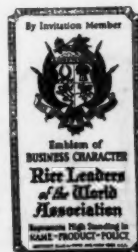
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Why you still sight whales

100 years ago when men needed lubricating oil, the only thing to do was to harpoon a whale.

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NEW YORK, U.S.A.

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

DECEMBER, 1922 VOL. III, No. 11

David O. Campbell..... Pres. and Treas.
Frank Arnold..... Manager
Arthur W. Traylor..... Editor
L. T. Hopkinson..... Associate Editor

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25, 1921, at the Post Office at Boston, Mass.,
Under the Act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

CAP'N CHARLES IN ACTION



"DAMMIT, Smith, what'd I tell yer—what'd I tell yer, Smith. I know'd he'd be beat. That vessel was bein' sailed too close to the wind. I tell yer, be-Jonas Priest, he thought he was on the Banks and wanted to pick up his dories."

Cap'n Snellen, 84-year-old Marble-header, is tellin' 'em—with both hands. (Like a Frenchman, make his hands fast and he's dumb.) He's on the press boat covering the races for ATLANTIC FISHERMAN—so he told the officer in charge—but we haven't seen any copy from him yet!

Left to right in the picture stand Editor Nutting, of Motor Boat; Captain Snellen; Captain Charlton L. Smith, ATLANTIC FISHERMAN correspondent; and Frank Arnold, our hustling manager.

WANTED—COPIES OF NOVEMBER "FISHERMAN"

THE November edition of ATLANTIC FISHERMAN was hardly off the press before it was completely exhausted. We tried to anticipate the increase in subscriptions before we placed our order with the printer, but we were hundreds out of the way.

Meanwhile new subscribers have been

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pouring in from all sections of the coast, and many of them ask us to start their subscriptions with the November number.

Consequently we find it necessary to call on our readers for help. We will pay ten cents for copies of November,

1922, ATLANTIC FISHERMAN received at this office in good condition. Wrap them carefully, stick on a two cent stamp and address to ATLANTIC FISHERMAN, 100 Boylston street, Boston, Mass. Do not fail to put your own name and address on or in the package.

HAPPY NEW YEAR!

To you fishermen we extend our heartiest wishes for a bright and prosperous New Year.

It is our earnest hope that 1923 will see a radical change for the better—a hope not without great promise of fulfillment.

The 1923 Fisherman's Almanac, fitted for all sections of the Atlantic coast, will soon be available at 50 cents per copy. Better order yours now.

DOWN AMONG THE WHARVES

By Eleanore Myers Jewett in St. Nicholas

Down among the wharves—that's the place I like to wander!
Smell of tar and salted fish and barrels soaked in brine!
Here and there a lobster-crate, and brown seines over yonder,
And in among them, mending nets, an "old-salt" friend of mine.
That old-salt friend of mine—how we love to talk together!
Breathless is the wonder of his tales about the sea!
His face is tanned and wrinkled by the roughest kind of weather,
And he is like a hero in a story-book to me!

Down among the wharves when a stiff north wind is flying,
Schooners rub and bump against the docks they lie beside;
Half-way up the masts, the billowed sails are pulled for drying;
Hawsers all are straining at the turning of the tide.
The turning of the tide! Time of wonder and of dreaming!
Fishing-sloops are slipping from their docks across the way;
How our wharf re-echoes when their saucy tugs are screaming!
How the green piles whiten with the tossing of their spray!

Down along the wharves among a wonderland of shipping—
Rows of shining, slender masts that sway against the sky!
Every day at flood of tide we watch some schooner slipping
Out among the circling gulls, my old-salt friend and I.
My old-salt friend and I—he will drop the nets he's mending,
Watch with me each flapping jib, each straining yard and spar;
How we thrill together when the sails are full and bending—
We who like to wander where the waiting vessels are!



Plymouth Protection

AFTER men have used rope for any considerable time they find out that all rope is not alike, and that the rope that resists everyday wear and tear and retains its strength and flexibility is by far the most economical.

Such men usually avail themselves of Plymouth Rope protection. They find that the extra strength and durability of Plymouth Rope and its unvarying uniformity are valuable assets for their daily work. Plymouth Rope is insurance against trouble, delay and disaster, and contributes very largely to a successful fishing season.

The way to secure this worth-while protection is to make sure that every coil of rope you buy bears the Plymouth ship trade-mark.

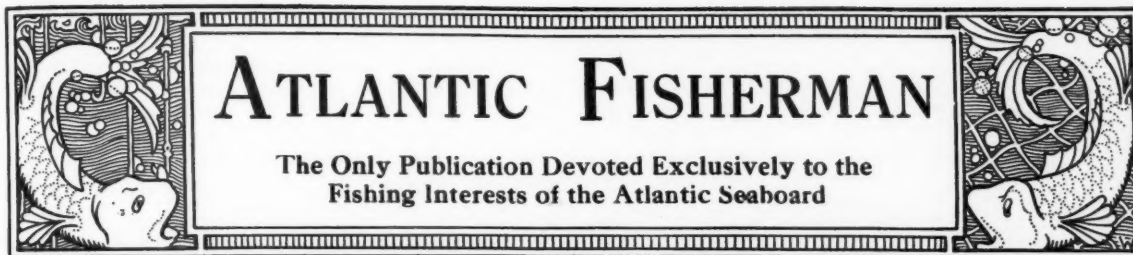
PLYMOUTH CORDAGE COMPANY
NORTH PLYMOUTH, MASS. WELLAND, CAN.



4630

PLYMOUTH

*The Rope
You Can Trust*



Filleted Fish, the Logical Product for Marketing

THE line of least resistance has been the rule with Atlantic Fishermen in preparing their catch for market. In practice, the shore fishermen's work in this direction begins and ends with the barreling of his product for shipment, while the vessel fishermen simply sells his catch in bulk. All subsequent refining is done by the wholesaler or retailer at a handsome profit.

Compare with this the marketing methods used by our Western fruit growers in distributing their product. Here the product is cleaned, graded, handled with care to avoid even the slightest bruises, and protection is effected in the case of certain varieties by wrapping each piece of fruit in paper, all of which adds to the producer's profit. As another instance we might cite the farmer who separates his milk before sending it to the creamery to be made into butter. What farmer would think of sending along nine gallons of skimmed milk every time he ships three gallons of cream? What fishermen, then, should think of sending along 100 pounds of waste material every time he sends 100 pounds of the flesh of fishes which will ultimately reach the consumer as filleted flounders, haddock, cod and what not?

In the Atlantic fisheries, as they are now constituted, any proposition to eliminate dead weight at the source must take into account its benefits to the coastal fisherman as well as to the vessel fisherman.

Shore or Coastal Fishermen

The folly of paying express charges on dead weight has long been the cause of shore fishermen receiving but a fraction of their just returns on shipments of fish, to say nothing of the added cost of ice used in cooling the dead weight such as heads, fins, tails and entrails on which no revenue is received. With this situation in view there is but one answer—ELIMINATE

This filleting idea offers the best solution yet advanced for the proper merchandising of fresh fish.

We venture to predict that the general adoption of this process will make possible the creation of a market capable of consuming a volume hitherto unimagined of.—Ed.

THE DEAD WEIGHT AT THE SOURCE.

Until recently such a suggestion might have been regarded with some degree of skepticism. Application in the form of filleting by the fisherman himself, however, is now one for serious consideration by all fishermen in a position to produce fish suited to filleting, the widespread demand for this product already exceeding the output of establishments now eliminating dead weight in the larger producing and consuming centers of the country. The advantages which the coastal fishermen would have over those filleting in large cities are many. Primarily his operating costs will be much less, the floor space for his brine tank, cutting tables and wrapping bench being available at a much lower rental than that now paid, for example, in New York or Boston. In fishing centers where a group arrangement is practical, additional saving could be effected through a central filleting establishment, utilizing local help whenever the catch is larger than could be filleted by the fishermen themselves, such help being obtainable at a much lower wage than that demanded in a city for similar work. Perhaps the most outstanding advantage, however, would accrue through the saving in express charges, as the weight of his product would be reduced one-half before shipping.

Vessel Fishermen

A rancher would think no more of killing a steer and letting its carcass lie around for a few days than a vessel fisherman should think of letting his product suffer deterioration by not separating the waste from the edible

portion immediately after it is taken from the water. A step in this direction has already been taken through the removal of entrails at sea by fishermen operating out of our larger ports. Why not go one step further and complete the operation by removing the meat at sea in the form of fillets?

The amount of added effort and equipment to carry out this process would be insignificant compared to the returns which the vessel would receive for its product, the wholesale price of filleted haddock, for example, now ranging around 16 cents per pound against an average of 3 cents for round fish. The addition of a small deck house equipped with a table for wrapping and packing the fillets would involve very little expense and in cold or stormy weather this structure would undoubtedly serve as a comfortable shelter for the filleting process.

Although the gain in freshness over fish which has been transported in the round state and later filleted can only be determined by actual test, it will undoubtedly develop that fish filleted at the source of supply will remain fresh much longer than the product which is filleted after several days of handling in the round.

How to Fillet Fish

Remove the head and entrails as for salting. Scale and wash in cold water. Remove the back and front fins by running the point of a knife along both sides of each fin. Take out the back bone by the usual splitting method and remove the tail fin. Extreme care should be exercised in cutting as close to the bone as possible in order to avoid waste. Cut away all frayed edges of the flesh and separate the fish in halves by running a knife down the center from head to tail. For sale in the fresh state, the skin should be left on.

Brining and Packing

Mr. Harden F. Taylor, Chief Technologist of the United States Bureau of

Fisheries, describes the brining and packing of fillets for the fresh fish trade as follows:

"After the fillets have been prepared they receive treatments that vary much from one establishment to another. The washing is usually done in cold salt water, the concentration of the salt water and time of washing therein being matters which the different shippers

serves to destroy some of the surface bacteria on the fillet. After washing, the fillets are wrapped, preferably in a good grade of parchment paper, capable of resisting the action of water.

"For shipment, the fillets must be packed so that they are not exposed, and so that they will reach their destination cold and in good condition. One way that is successful is to pack the

filleted fish over round fish Mr. Taylor says:

"The advantages of filleting fish are: (1) The entire piece purchased by the housewife is edible; and the price charged for it is fully competitive without making any allowance for waste. (2) There is no scaling, gutting and cleaning to be done—a very disagreeable task to some women. The purchased fillet is ready to be broiled, fried or otherwise cooked without further preparation. (3) The shipping weight of the fish is reduced. (4) The waste, which is usually around 50 per cent of the round fish, remains in the hands of the producer. While in the present state of development, filleting is not done on a scale sufficiently large to merit reduction plants to use the waste, yet if the practice of filleting grows, it may reach such proportions. In the interest of economy the waste should be used for fish meal; this utilization of it can be realized only if the waste is concentrated at some place. The waste can certainly never be utilized as long as it is scattered out in round fish to individual consumers all over the country. (5) Fillets receive a more careful and cleanly handling all along the line, from producer to consumer, for the reason that they are wrapped, are more delicate, and will not endure the rough handling that round fish are subjected to."



WHOLE FISH AND FILLETS

Illustrating the old and the new product ready for marketing

have settled for themselves by experiment. If strong brine is used, the fillets must not remain in it so long as to be markedly salted. Fresh water is not best, for it swells and bleaches the exposed cut surfaces of the fillet. The brine wash should not be warm, but should be kept cold, if necessary, by the addition of ice. The salt water, if of sufficient concentration, probably

wrapped fillets in a tinned can, like a lard can, holding about 30 pounds, and surround this can with cracked ice in a wooden box. Since the fillets are already chilled before being packed, and are surrounded by cracked ice, they keep long enough to reach destination in the inland states."

Advantages of Filleted Fish

With respect to the advantages of

THE WEIR THAT BROKE THE UNION

THIS is the herring-fishing weir that broke the big Wiermen's Union four years ago when the majority of Canadian weir owners, fishermen and boatmen had combined with Maine coast Yankee fishermen to hold their catches of herring for \$25 a hogshead, which was the price set by the two governments during the World War, and was far too high for Down East Maine coast canners of sardines.

When Emery Brothers of the far easterly frontier seaport of Eastport were approached by the leaders of the Wiermen's Union and requested to join and not to sell their catches of herring

for a lower price, they refused, and even set the price at \$10 a hogshead, which broke the combine.

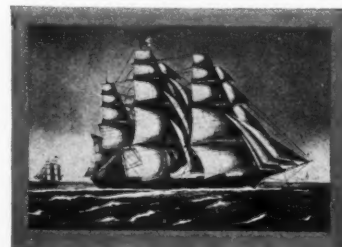
Since that time the price has usually been \$5, and when fish are scarce the factory owners are obliged to pay \$10, which is not unreasonable.

This big weir has five openings or "mouths," has one-half mile of fence with a covering of marline, two sections of one mile length, and several thousand feet of timber was used in its construction, being valued at \$4,000. It is not only the largest herring-weir of Passamaquoddy Bay and Bay of Fundy, with capacity for 1,000 hogshead of fish at one time, but is one of the most modern, built on a long, sloping, gravel beach

where tides rise and fall twice daily 24 to 26 feet, evening reaching 27 feet at certain parts of the year when the top is overflowed. This photo was taken at low tide.

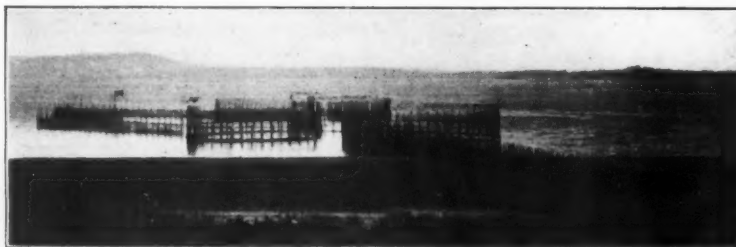
SEND FOR IT

Another of those fine, colorful, old ship picture calendars, which always carry their charm for a full twelve-month, is now available for our readers.



The above reproduction of it merely suggests its attractiveness.

The New Jersey Paint Works, Jersey City, N. J., will send a limited number of these calendars free to fishermen who write for it. Better get a post card off to them at once.



BIG WEIR WHICH FIXED THE PRICE OF HERRING

Where the Fisherman's Stake Goes

[This article, with tables, shows very graphically the ever-increasing handicap under which the fishing industry is laboring. Isn't it about time to call a halt? May we call your attention to Page 27.—Ed.]

THE American Railway Express Company's petition for increased rates on fish, amounting to 30 per cent. in New England and 18.23 per cent. in the rest of the Eastern Group, calls for immediate action on the part of Atlantic fishermen if the industry on this coast is to be saved from a severe set-back.

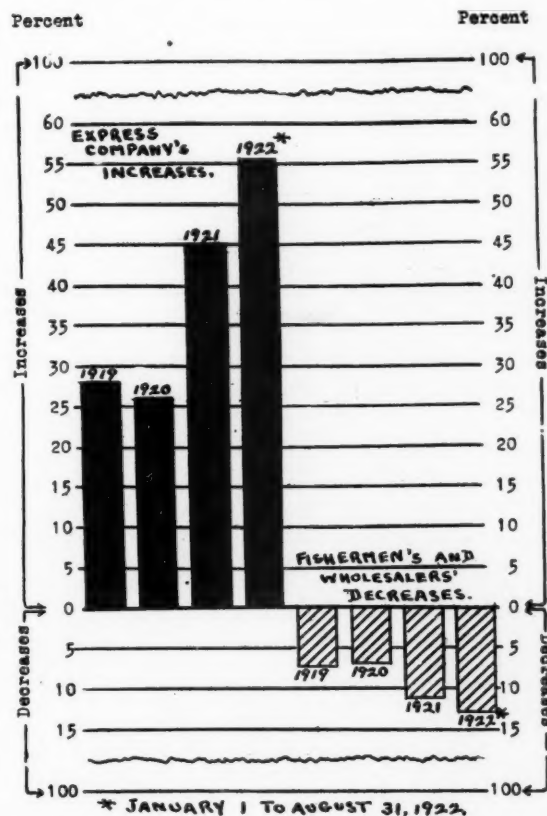
With present rates retarding the sale of fish to such an extent that vessel after vessel has been forced to tie up for want of an outlet for its catch, the proposed increases if effected will result not only in retarding present operations but will also drive those now fishing on a narrow margin completely out of business.

To the fishermen who ship by express these increases will mean the difference between just making expenses and certain failure.

To the fishermen who do not actually ship their own products, but who sell it instead to a local wholesaler, these increases, if granted, will prove even of greater severity, for the return will be smaller owing to the added cost of handling by the wholesale dealer.

There has been some doubt, however, as to just how this latter group is affected, the belief prevailing in many quarters that because the vessel fishermen do not actually turn over a given sum of money to the express company they have no interest in increased rates. This mistaken view has perhaps been the chief cause for lack of interest on the part of vessel fishermen in our larger ports, in the present hearing now in progress in Washington.

That a clear and concise statement of the relation of express rates to the fisherman might be had, ATLANTIC FISHERMAN, through its Traffic Department, has conducted an extensive investigation with respect to the two basic fishes—cod and haddock—representing as these fishes do the principal product of our North Atlantic fisheries. The results of this investigation conducted in Boston, Mass., reveal the astounding fact that since 1918 there has been an increase of 56 per cent. in the express company's share of revenue and a decrease of 14 per cent. in the fisher-



Since 1918 the Express Company's share of revenue on shipments of cod and haddock from Boston has increased 56 per cent. while the fishermen's and wholesalers' share has decreased 14 per cent.

men's and wholesalers' share of revenue on shipments of cod and haddock to representative destinations receiving these fishes. The exact trend year by year since 1918 traced by ATLANTIC FISHERMAN in the course of its research are summed up in the following discussions and statistical tables:

PART I—FISH PRICES

Since July 15, 1918, at which time express rates on shipments of fresh fish from Boston, Mass., were increased over those established on February 1, 1914, fishing vessels have landed at this port a total of 446,404,622 pounds of fresh fish of which 82.1 per cent. were cod and haddock. During this period the average price of cod and haddock, as sold by the fishermen at Boston, Mass., has decreased from \$5.38 per 100 pounds to \$2.89 per 100 pounds, or a decrease of 46.3 per cent. in value as shown in the following table:

TABLE 1

Years	Cod and haddock landed at Boston, Mass., by fishing vessels.		Average price per 100 pounds		Decrease under 1918
	Pounds	Value	Pounds	Per cent.	
1918—July 15 to Dec. 31.....	39,942,695	\$2,148,686	\$5.38		
1919 " ".....	87,406,149	3,556,479	4.07	24.4	
1920 " ".....	96,032,394	4,082,301	4.25	21.0	
1921 " ".....	87,550,641	2,869,253	3.28	39.0	
1922—Jan. 1 to Aug. 31.....	55,387,305	1,600,621	2.89	46.3	

PART II—EXPRESS RATES

Compared to a decrease of 46.6 per cent. in the ex-vessel price of cod and haddock during the period under consideration there has been an average increase of 10.32 per cent. in express charges on shipments of these fishes to representative destinations as shown in the following table:

TABLE 2
Representative destinations receiving cod and haddock from Boston, Mass.

GROUPS																
Express charges on basis net wt., plus 25% for ice.....	1	% In-crease	2	% In-crease	3	% In-crease	4	% In-crease	5	% In-crease	6	% In-crease	7	% In-crease	8	% In-crease
Charges prevailing July 15, 1918 to Dec. 31, 1918.....	62		79		94		103		120		129		144		155	
Charges prevailing during 1919, 1920, 1921, and Jan. 1 to Aug. 31, 1922.....	79	27.4	94	19.0	109	16.0	120	16.5	135	12.5	144	11.6	162	12.5	170	9.7

Express charges on basis net wt., plus 25% for ice.....	9	% In-crease	10	% In-crease	11	% In-crease	12	% In-crease	13	% In-crease	14	% In-crease	Average Char- % In-crease
Charges prevailing July 15, 1918 to Dec. 31, 1918.....	165		177		197		207		259		285		155
Charges prevailing during 1919, 1920, 1921, and Jan. 1 to Aug. 31, 1922.....	182	10.3	192	8.5	212	7.6	223	7.7	274	5.8	300	5.3	171 10.3

Groups

- | | |
|---|--------------------------------------|
| 1 Providence, R. I., Nashua, N. H. | 7 Philadelphia, Pa., Syracuse, N. Y. |
| 2 Springfield, Mass., Concord, N. H. | 8 Baltimore, Md., Ogdensburg, N. Y. |
| 3 Portland, Me., Hartford, Conn., New Haven, Conn., | 9 Buffalo, N. Y. |
| Pittsfield, Mass., Albany, N. Y., Poughkeepsie, N. Y. | 10 Washington, D. C. |
| 4 New York, N. Y., Aubury, N. Y. | 11 Pittsburgh, Pa. |
| 5 Utica, N. Y., Burlington, Vt. | 12 Cleveland, O. |
| 6 Utica, N. Y. | 13 Chicago, Ill. |
| | 14 St. Louis, Mo. |

PART III—COMPARISON OF FISH PRICES AND EXPRESS RATES

On the basis of the average price per pound for cod and haddock at Boston, Mass., during the period July 15 to December 31, 1918, shown in table 1, (plus one cent per pound for wholesalers' charges) and the average express charges to representative destinations receiving cod and haddock during this period, shown in table 2, there has been a decrease of 13.6 per cent. in the fishermen's and wholesalers' share of revenue and an increase of 55.6 per cent. in the express company's share of revenue on shipments of these fishes since the basic period July 15 to December 31, 1918, as shown in the following table and appended graph:

TABLE 3

Years.	Average wholesale price per 100 lbs. of haddock at Boston, Mass.	Average express charge on 100 lbs. of cod and haddock from Boston to representative destinations.* (See Table 2).	Total cost per 100 lbs. at average destination.	Fishermen's and wholesalers' share of revenue.	Per cent. of decrease in fishermen's share of revenue.	Express company's share of revenue.	Per cent. of increase in express company's share of revenue over 1918.
1918—July 15 to Dec. 31.....	\$6.38	\$1.55	\$7.93	80.4		19.6	
1919 " ".....	5.07	1.71	6.78	74.8	7.0	25.2	28.6
1920 " ".....	5.25	1.71	6.96	75.4	6.2	24.6	25.5
1921 " ".....	4.28	1.71	5.99	71.5	11.1	28.5	45.4
1922—Jan. 1 to Aug. 31.....	3.89	1.71	5.60	69.5	13.6	30.5	55.6

*Charges based on net weight plus 25% for ice.

Enthusiasm Spreading for Exhibition

FROM Halifax to Norfolk, Va., the coast line has broken out with a brand new fever. The indication is in the form of brilliant orange and black dots, which on closer inspection are found to be posters announcing the coming Fishing Equipment Exposition.

The effect of this comes in the form of a deep-rooted enthusiasm which is stirring every man, who has the interests of the fisheries at heart, to work day and night to make this Exposition mean much of great value to every fisherman who attends.

The ground work for a bang-up show has already been laid giving the enterprise a foundation of solidity and strength.

We have it on good authority that plans are being perfected to provide high-class entertainment for the visiting thousands of fishermen every evening of the first week of the Exposition.

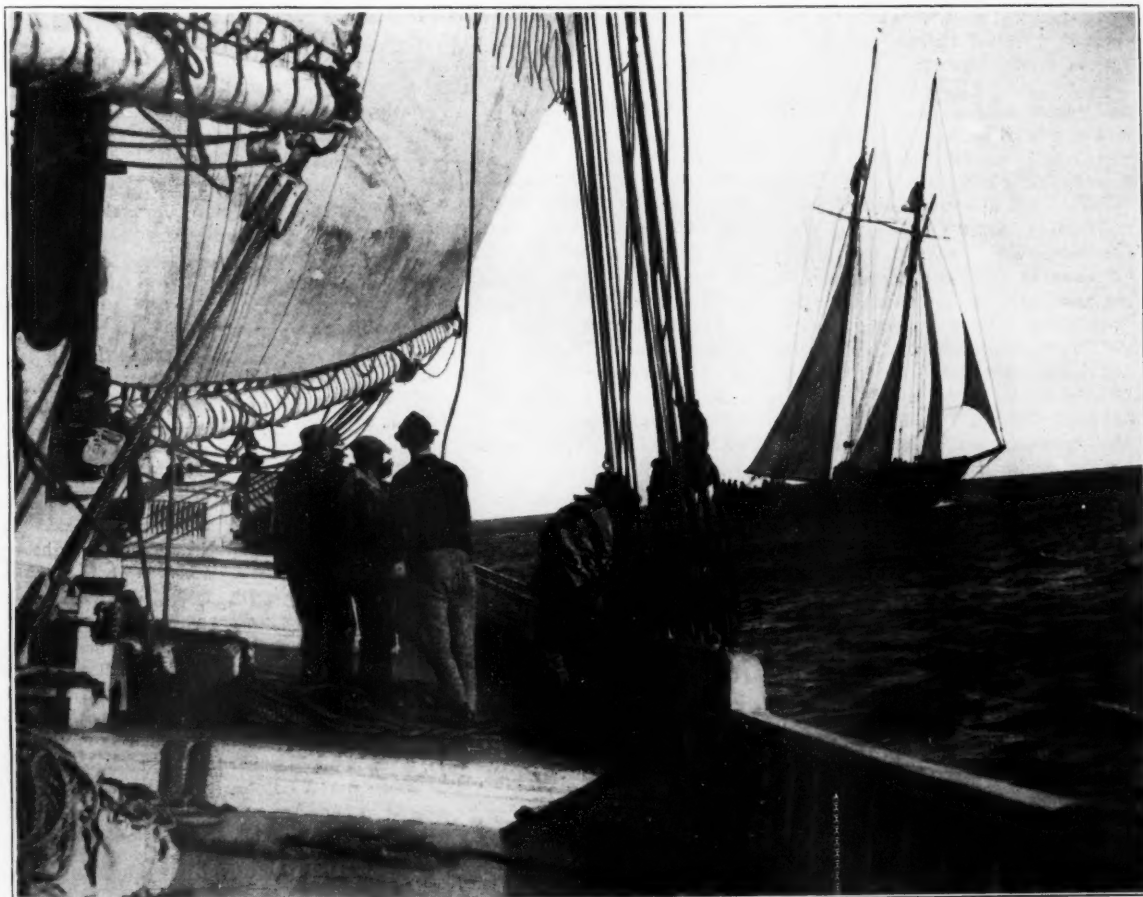
The management believes that everyone will be better satisfied if the Exposition closes at five in

the afternoon and free smokers, theatre parties, motion picture shows, etc., at up-town places of entertainment are made to complete the Exposition program for each day.

Satisfaction is being expressed on all sides that such an advantageous time has been selected for the 1923 Exposition. It opens the Monday of the last week in Lent. This is always a quiet time. Easter Sunday coming between the two weeks of the Exposition provides a welcome opportunity to be in Boston for Easter Sunday. No time of the year could have been selected which would have better suited the convenience of the greatest number of men.

It might be well to again direct attention that as the show is staged on the waterfront, with ample dockage for boats of all sizes, it is well to plan to come to Boston for the Exposition by boat and to live upon the boat where possible. The buildings on the giant Army Base Pier are being used to house the Exposition.

SCHOONER MAYFLOWER, BREEZING ALONG UNDER LOWERS



This gallant fisherman so far outclasses others of her kind that they found it necessary to bar her from the races. She's shown here in a friendly brush with Schooner Elizabeth Howard, from whose deck this picture was taken. The Howard has since gained the soubriquet "White Ghost" because of her recent amazingly fast run from the Emerald Banks to Boston.

Tom McManus, Designer of Schooner Henry Ford, Writes His Opinion of Races

Editor ATLANTIC FISHERMAN:

I have read with interest Captain Charlton L. Smith's story of "The International Fiasco" in your November number, and only wish that you had not found it expedient to expurgate the original manuscript. It seems to me that an adequate presentation of the "Fiasco" must step soundly on the toes of the blameworthy.

The manner in which the races were conducted was so disgusting to not only me, but to the general public as well, that if they are not changed and simplified, so that they will really be contests sailed by fishermen, as fishermen, and not under yachting rules and yachtsmen management, they are in great danger of losing their public appeal.

I believe I can rightfully lay claim to being the father of fishermen's races. The first one ever sailed was in 1886, when I had twelve entries. On this occasion I called the captains of the entered vessels together, and instructed them to take off all the dories except two (which were necessary in case of accident) and to haul out, clean and paint their vessels' bottoms. This arrangement put them all on an equal footing. All were cautioned to be at the starting line at a given time. When the races were over it was simply necessary to put their dories back in the nests, take on ice, bait and provisions and they were all ready to go to their different businesses. Thus expense and unnecessary delay were obviated. In this manner I conducted the races of 1887, 1901 and 1907—all proving most successful marine events, enjoyed by the participants and everyone interested in such contests.

It has always been my idea that any and every vessel designed and built for fishing purposes should be allowed to enter fishermen's races. Let them carry the usual sails made for their use as fishermen, without restrictions. If the difference in size of vessels is too great, put them in separate classes.

Let the races be run by fishermen—and after the manner of fishermen. Put the fishermen on their honor to guard against underhand practices. Rules are all right, but we have seen in this year's contests how they may be broken with impunity. I was informed that the Bluenose had sails made for her of Sea Island cotton—a gift from England.

My sail plan for the schooner Henry

Ford was made for her to fish with, and it was damnable to destroy the mainsail, which was butchered twice. If they had condemned the main gaff topsail, which was utterly useless to her by the wind, it would have been fairer to the vessel and would have entailed no expense to the skipper. The area of this sail is greater than the expert claimed was excessive. Everyone conversant with boats knows that the mainsail is the driver, and the important sail for propulsion.

When the committee was in session discussing the sail area of the Ford I, as her designer, was refused admittance to the room, nor was I notified when the expert was doing his measuring, all by his lonesome. Doesn't it seem likely that he could have made mistakes in measuring, just as he did in his figuring afterwards?

My plans called for sails to measure to the feet and inches, specified on the plans, as the maximum when stretched. Following are the figures: Mainsail—main boom, 72 feet; hoist, 61.25 feet; gaff, 44.66 feet, which figures 4,125 square feet. Main gaff topsail—30' foot; leach 41 feet; or 615 square feet. Foresail—boom, 33 feet; hoist, 50.5 feet; gaff, 33.5 feet; or 1,776 square feet. Fore gaff topsail—33' foot; leach 31.5 feet; or 519 square feet. Fore triangle figured 2,487 square feet.

The total area figured 9,522 square feet, well under the maximum allowed of 9,640 square feet.

The expert gave me his measurements in confidence on November 4th, his total area being 10,084 square feet.

Now I find it extremely difficult to believe that the sailmaker, in all his experience, could have gone so far wrong in allowing for stretch. I did not measure the vessel myself, but I should have been notified when the expert was doing the measuring to see that it was properly done. I can only say that it looks peculiar that they waited until the day before the first race—which was won by the Henry Ford—to call for the services of the expert measurer.

The first race was won by the Ford. Captain Walters of the Bluenose, whom I met on the Saturday night of the first race, shook my hand and said, "She beat me fair and square, and she beat me plenty"—about fifteen minutes. The crowd around us asked, "Do you call it a race?" "I certainly do," he answered.

I find it difficult to restrain myself when I think of the abominable actions of the committee during the first race. Both boats were ready at the appointed time; the whistle which denoted the start was blown; the two vessels got away to the fairest start of any race ever sailed; the committee boat followed the schooners, taking their time at the turning buoys. This procedure led everyone to believe that the race was a bona fide one. The last straw was when the committee boat ran by the finishing line regardless of the fact that the Secretary of the United States Navy was sailing aboard the Henry Ford.

Just think it over. Here was the committee boat, loaned by the Secretary of the Navy, not having the courtesy to wait at the finish line to salute the prominent official who was a guest on the winning boat. Every fair and square person who saw that race cries out "Shame."

THOMAS F. McMANUS,

Designer of the Henry Ford.
Dorchester, Mass.

BARELY ESCAPES DROWNING

Thomas Hall, one of the crew of Schooner Catherine Burke, had a very narrow escape from death recently, when he was washed from the bowsprit of the schooner, as she was bound for the fishing banks.

The Burke left Gloucester for seining, and when about 15 miles off of Thatcher's a nor'wester kicked up such a wind and sea, that orders were given to take in the jib. Hall, with Asa Baker and Edmund Bogler, were out on the footropes putting the jib in a straight jacket, when the bow of the schooner took a dip under the heavy waves. The force of the schooner resisting the water as it came up from the trough of the sea, caused Hall to lose his foothold on the ropes, and he dangled perilously, clinging with one hand to the bobstay as the schooner wallowed and ducked in the rising waters. Baker and Bogler reached across the bowsprit, and as the man came to the surface, each made a grab for a leg, and with some difficulty managed to get Hall back on the schooner. His leg was hurt somewhat by the pressure of his shipmates when they grabbed him, and the schooner was put about for port, arriving here in the afternoon and landing Hall, who went to his home for treatment.—Gloucester Times.

Steamer Margaret D., an old gill netter, was quite badly burned at Gloucester recently.

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

CAPE Breton lost a worthy son, back in 1883; Gloucester, Massachusetts, gained one. Ed. Proctor was the lad. He was nineteen years of age at the time, and though not so large and rugged as many whose life work is to gather fish from the sea, he soon showed the people of old Cape Ann "what sort of trees make shingles."

This little bundle of nerve and determination climbed almost immediately in his chosen calling. He was placed in command of the schooner Florida, when the foresight and good judgment of his owners was made manifest by him. He sailed that good old packet for sixteen consecutive years. Some record!

But Captain Ed and the Florida had their vicissitudes; one cannot expect to sail a hooker all that length of time in a mill pond. The good old craft



CAPTAIN EDWARD A. PROCTOR

was dismayed on Georges, but her commander paid out no salvage. Like Wallace Parsons, the ever popular "Marty" and many another skipper of Gloucester town, his brain was resourceful enough for the occasion. Ed Proctor treated his vessel to a jury rig—he sailed her home!

Oh, some fine schooners have had the skillful and watchful care of this wise little son of the sea. Such vessels as the Christie Cox, Edith Cooney, Etta M. Burns, Marion McLoon and the Gleaner. The Gleaner was built especially for Captain Ed by Mr. Wardwell at Rockport.

When in Gloucester, hunt up the modest but genial subject of this sketch. Probably you can drag more out of him than I could; for, in my case, he probably suspected it would end in a "write-up."

THE CHANNEL EXPRESS

THE attention of fishermen during the past few months has been largely centered on the magnificent performance of schooner Lark, which seems well on the way to establishing new records as a fish producer. Since her first trip in October she has stood out conspicuously as an unusual money-maker, despite the fact that the general run of schooner has been hard put to it to earn a decent stake.

The outstanding feature of her performance has been the speed and frequency of her trips which has earned for her the soubriquet "The Channel Express." What started this was her three trips to the Boston Fish Pier in a single week, in which she stocked \$7,000, arriving October 30 with 35,000 pounds; November 2 with 33,000 pounds; and November 4 with 30,000 pounds. Three days later she came in with another big trip. On a recent four-day trip the crew shared \$189 each! Truly the Lark is making history in the fresh fish business.

Much of the Lark's success is attributed by her skipper, to the speed of the vessel. She frequently breezes in from Brown's Bank at eleven miles an hour.

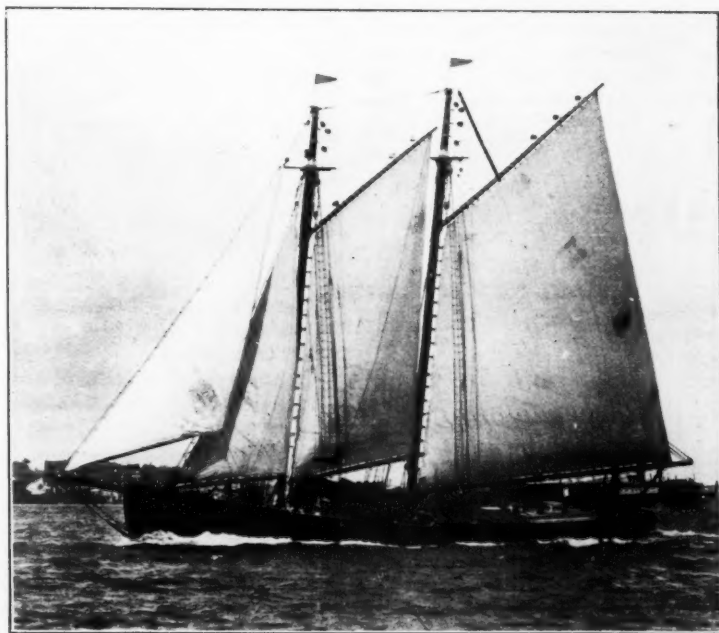
The fact of the matter is that as a type and as a product of a ship-builder the Lark is a complete success in the fishing industry and it is only fair to say that the 175 B. H. P. Bolinder Oil Engine and the Columbian

Bronze Propeller are worthy additions to make her the smartest fishing vessel out of Boston.

The question naturally presents itself as to whether or not it pays to install as big engines as the Lark has in vessels of her tonnage. The owners and skipper say it does, and point to the Lark's trip of October 30 as an instance in support of their contention.

On this particular trip she left the fishing grounds in company with several other vessels which she beat to the Fish Pier by three hours. This gave her a price of \$4 more per hundred-weight than the later arrivals obtained.

Captain Ernest Parsons deserves great praise for the Lark's performance. As a consistent high liner he has no equal in these days at the Boston Fish Pier.



SCHOONER LARK

Now Commanding Attention of Fishing World



Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew
of Whaleship "Oeno", Who Lived for Nine Years
Among Cannibals of South Pacific

Published by NANTUCKET INQUIRER AND MIRROR

III.

I continued on this path, sometimes running as fast as I could, then I would stop not knowing where it led, and every moment expecting to encounter a native, until at length I reached the beach on the opposite side of the island. I followed along the shore until I came to a rock upon which I climbed, but could find no place of concealment so I got down, and continued on until I came to another. This I climbed and on the top I found an opening leading into a large cave, which I entered and crawled into a crevice, not daring to go far from the mouth of the cave as it was so dark I could not see where it led. I threw down a stone and it sounded as though it fell forty or fifty feet.

The crevice in which I stowed myself was just big enough to admit me, and about ten or twelve feet from the mouth of the cave. During the night I heard the natives talking and heard their spears dragging over the rock. I had no doubt but that they were in search of me, so I kept very quiet, hardly allowing myself to breathe. I scarcely entertained a hope for life, well knowing that if I left the cave the natives would kill me, and if I stayed I should eventually starve.

Here I lay some six or seven hours endeavoring to decide upon some course of action, but without doing so I fell asleep, and slept at intervals until daylight. I then crawled out very cautiously upon the rock, being anxious to ascertain what had become of the crew. I thought it possible that the lives of some of them might be spared. I climbed a tree, to see if I could discover anything of the natives, but there were none in sight, so I ventured to walk along the beach until I came to the landing. The boat was there, but from the appearance I concluded the crew had all been killed, as there were many tracks in the sand and the beach was broken up and had evidently been the scene of a severe scuffle. I searched around until I found a place

which had evidently been dug over. I scooped away a few inches of sand with my hand and came to the face of a man. I uncovered one other, but could go no further.

Sick at heart and almost famished I started back toward my hiding place, scarcely knowing which way I went or what to do. I found a few raisins in the boat, which I ate as I went along. These with a green cocoanut which I got in the morning, and drank the milk of, were all I had eaten for two days, but it was just enough to make me determine to live as long as I could and keep out of sight of the savages. I had now abandoned all hope that there was any of our crew left. Sometimes I would think I might as well give myself up to the natives as to remain in the cave and starve, for there was nothing that I could get to eat or drink, without great risk of being discovered, which I considered certain death.

On the third day I decided that I could stand it no longer and keep strength enough to be able to climb out of my cave, so I crawled out on the rock, took a look around, and as I did not see anything, I thought I would venture down to the shore and bathe. When I reached the shore I saw a party of women off fishing, near the reef. They soon discovered me and immediately started for the town, and I returned to my cave. I had not been there long when I heard voices. I looked out and saw two men evidently in search of me. I felt extremely loath to give myself up to be butchered, but my determination to live had very much weakened, so intense had become my sufferings from hunger and thirst.

After looking at them awhile I decided to come out and end the suspense, so I crawled out in sight. They immediately started for me, one armed with a boat hatchet, the other with a knife. I sat down in the path with my back towards them, expecting to have the hatchet driven into my head, and not wishing to see the blow. They walked up until within a few feet of me, then stopped and looked at me a

moment before they spoke. It seemed an hour. I looked around when one of them, an old man, a resident of the island and one with whom I had previously been on very good terms, addressed me kindly and wished me to go to the town with them. I sprang up and followed with alacrity, almost forgetting my thirst, but after we got off the rock, I made them understand I was very hungry and thirsty. We soon came to a cocoanut tree, when one of them procured a cocoanut, broke it, and gave me to drink, which greatly refreshed me. After we got to the town, the old man, who was a chief, carried me to his house and gave me as much fish and vegetables as I wanted. At dark he led me to a small hut in the woods where we spent the night.

The next morning we went back to the town to get some breakfast. We had not been in the house long, when about twenty of our visitors came in, seated themselves, and began questioning me by signs to know if there were any axes or tools of any kind on board the ship. I told them I believed there were, thinking it might draw their attention from me. They remained awhile in animated conversation of which I concluded I was the subject, then left me in care of the old chief's wife, and went to the landing, launched their canoes, and started for the ship. They had not been gone long when another gang came toward the house. My old mistress, when hearing them, said something, beckoned me to get behind her, which I did. They came up to the house, asked some questions and took their leave, much to my relief. But they had not done with me yet.

Late in the afternoon the savages returned from the ship, after an unsuccessful search for tools. They mustered all their party together in the lower town, and sent up one of their number after me. He came to the house and ordered me to follow him. On my showing some reluctance to obey, he seized me in no gentle manner and shoved me out of the house, so I put the best face on and followed him

(Continued on page 19).

A 31-Foot Raised Deck Fishing Boat

IN designing this boat the builders endeavored to meet the particular requirements of the fishermen who operate in Buzzards Bay, Vineyard and Nantucket Sound, followed out the suggestions made by many of the fishermen who had been using similar boats for many years.

While the general arrangement, lines, etc., are similar to the boats now in use in these waters, the builders have taken advantage of their 20 years' experience in building commercial boats to improve on the older type of boats in order to bring them up to the present requirements of the work involved.

At the present time one of these boats is being built for Mr. Walter Manning of Gay Head, Mass., to be delivered early in March. Mr. Manning is planning to run the boat from the builders' to Gay Head under its own power. The builders expect the boat to make a speed of nine to ten miles with their 16 horse-power motor.

Many of the fishermen in the waters above mentioned are awaiting with interest to see this boat work out.

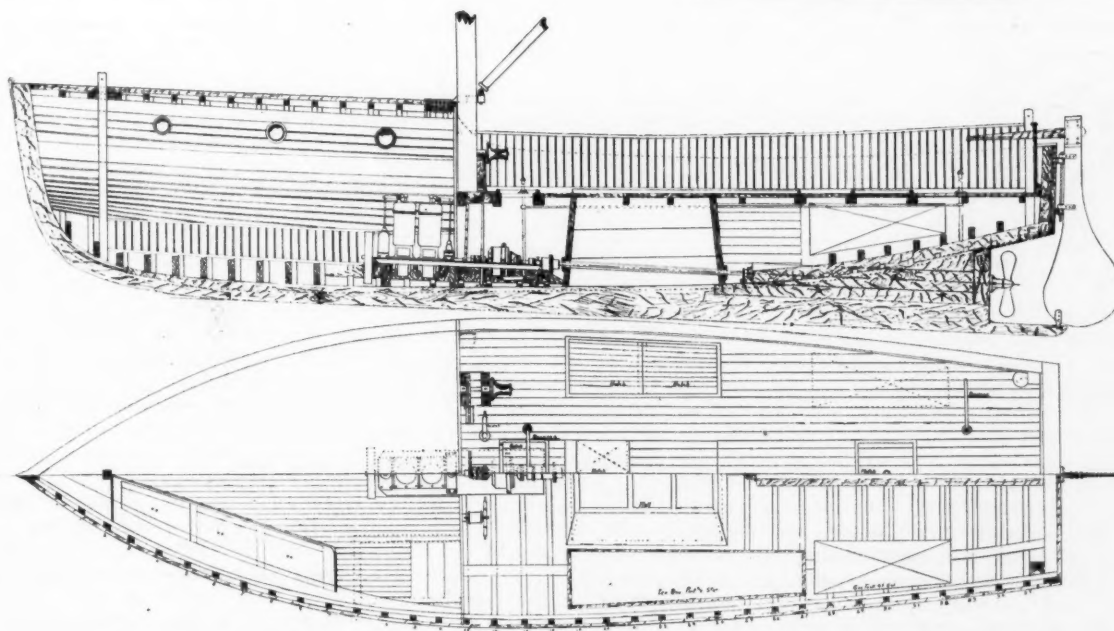
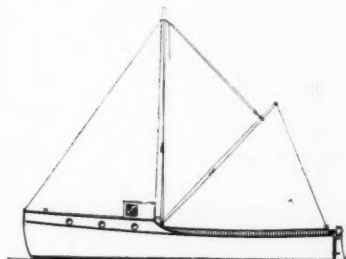
Length overall	31 feet
Beam	9 feet 4 inches
Freeboard forward.....	4 feet 9 inches
Freeboard aft.....	2 feet 6 inches
Draft	3 feet 6 inches

Frame throughout, native Maine oak. Planking, cedar. Decks, pine. Ceiling in cockpit, pine. Ceiling in cabin, cypress. Fastenings throughout, gal-

vanized iron. Rudder, oak with galvanized iron fittings.

Cockpit, self-bailing and fitted with four large scuppers. Fish well, located just aft of power plant, made of two-inch pine. Ice boxes, located on each side of the well, running forward and aft and fitted with hatches. Hatches are fitted in deck in cockpit over the reverse gear on motor and in the after end of cockpit, between the tanks, which gives accessibility to boat under deck. The cabin is fitted with two built-in transoms and two pipe berths, hung over transom.

Power plant consists of Knox model "G" Valve-in-Head motor, two-cylinder, 16 horse power, fitted with built-in reverse gear, magneto, and sprocket grab clutch for driving lobster hoist. Propeller outfit is of bronze. Where propeller shaft passes through well it is protected by a brass sleeve. The reverse gear is arranged so it can be controlled at the steering wheel and also at the tiller. The winch head, which acts as a hoist, is made of brass and is driven by sprocket chain from the crank shaft on motor.



A DESIGN FOR FISHING BOAT FOR USE IN BUZZARDS BAY AND ADJACENT WATERS

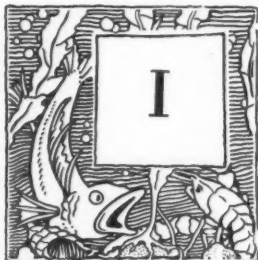
Camden Anchor-Rockland Machine Co., Designers and Builders



AS WE SEE IT



A BIG STEP FORWARD



In comparison with other industries our fisheries have been notoriously backward. It has long been recognized that the chief need has been a method of distribution that would live up to its modern environment.

Is this new filleting method of handling fresh fish, that we hear so much about these days, the long-sought process that will lift the industry to its proper plane?

The evidence is all in favor of it. It is sound economically from the handling end, and has already proved most successful as a marketing proposition.

The saving in express rates alone would be sufficient reason to justify the adoption of this process.

Its chief features, however, lie in its superior keeping qualities and its adaptability to modern merchandizing methods. Thus it lends itself to a greater market area and permits of permanent sales building under a brand name.

These are the very elements required of successful business today—lacking which the fish business has been floundering around for years.

The parchment wrapped filleting process is a tremendous step in the right direction. It is the promise of a new era in the fishing industry.

TIME TO GET INTO ACTION

THE article on express rates, appearing elsewhere in this issue, ought to make you fishermen sit up and take notice. Remember, it affects every one of you, even though you may not have any direct business with the express company. You contribute your bit just the same, for you are forced to take a shorter price on your hard won products.

It's about time you waged concerted warfare against these gougers. You have a man's-size fight on your hands, but if you stand together you can win.



Cap'n Allswell says:

"As Useless as a Sword-fish to a Fencin' Master."

"That's my idea of a good engine without the proper propeller. Now take Columbian Bronze Propellers. Made for the job in hand, true in pitch an' balance. Easy on the shaft an' savin' on power. The Columbian Book tells all about them. Send for it!"

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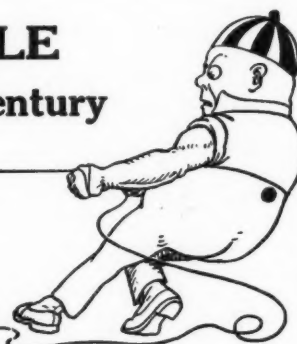
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Ask your Dealer for our products or you can buy any of our products direct from the factory—with an absolute guarantee of complete satisfaction.

BROWNELL & CO.,

Moodus, Conn.

TO THE SOUTH'ARD

STEAMER TARPON

Has Covered 700,000 Miles in 20 Years

When the S. S. Tarpon left this port last Friday for Pensacola she completed her one thousandth voyage to St. Andrews. This is a wonderful record for a ship to make. In making these one thousand voyages she traveled a distance of seven hundred thousand miles. The distance between Mobile and Apalachicola and return with fifteen stops, being seven hundred miles. This means that the Tarpon has traveled a distance equal to twenty-eight times around the earth. During the twenty years consumed in making this record she has missed only one trip on account of the weather. No passenger has ever been lost or sustained serious injury while on the boat.

She has at times breasted storms and hurricanes during which many boats were wrecked, but aside from some minor damages sustained has never been seriously injured.

Her engines are the finest possible to secure and are rated A. I. by the underwriters. Her hull is of steel and rated 1 1-2.

She was purchased over twenty years ago by the Pensacola, St. Andrews and Gulf S. S. Co. She was then a smaller boat and was cut in two and lengthened. She is kept in number one condition, being put on the dry docks annually and thoroughly overhauled.

From her initial trip till today Captain W. G. Barrow has been in command, and a few years ago the directors of the company elected him president of the corporation in recognition of his services.

The benefit of this ship to the business men and residents of the bay is not generally understood. When you learn that the rate of feed to bay ports is only twenty-one cents per hundred, while the railroad charges double that amount to Youngstown, about twenty-eight miles less haul than to the bay, it may readily be seen what would happen should the Tarpon be withdrawn.

Another thing which ought to be better understood by the merchants and citizens of the bay is that from St. Louis, Mo., and from New Orleans, La., freight now comes by all water route to Mobile, Ala., where the Tarpon gets it, and delivers it at all points

which she touches, and at a rate twenty per cent. less than all rail route.

Captain Barrow and the Tarpon should receive the hearty support of and encouragement of all residents of the bay and adjoining territory.—St. Andrews Bay (Fla.) News—Dec. 12.

SCALLOP SEASON OPENS

The open season for scallops in North Carolina began December the first instead of the 15th as the State Fish Commission first announced. A large number of Beaufort and Morehead City fishermen were on the scallop grounds the first day and the reports are that they did very well. The price this year is not very high, \$1.50 a gallon, but the report is that about \$3,000 worth were bought by the Morehead City dealers the first day. It is said that scallops are not as plentiful this year as last and the impression is that the price will advance. There will be enough of the luscious shell fish though to bring a large sum of money to the fishermen of the Beaufort section.

NEW RULES FOR NORTH CAROLINA

At a meeting of the North Carolina Fisheries Commission on December 12, rules were passed forbidding the setting of anchor nets in Croatan Sound; forbidding the setting of anchor nets nearer than 400 yards of pound nets, in any other waters; and permitting the dredging of oysters from the state beds, from power boats up to 20 tons, Custom House measurement.

LARGE HAUL-SEINE CATCH IN LOWER CHESAPEAKE BAY FISHERY

The end of October brought to a close one of the longest and most successful seasons for haul-seine fishermen in the lower Chesapeake Bay. Fishing usually commences in July, but it is not until the latter half of September and the month of October that large catches are made of the two principal species, spot and spotted weakfish.

The largest single haul of spots ever made in the history of the Chesapeake Bay fishery occurred October 23, 1922, when there were caught in one haul 750 trays, equivalent to 90,000 fish and weighing nearly 50,000 pounds. The approximate total catch of spots made by the two 300-fathom haul-seines at

Ocean View, Va., from September 23 to October 28 was 2,878 trays, equivalent to 345,360 fish and weighing 187,070 pounds. The best catch of spotted weakfish made by one of the set seines was 2,838 fish. These weighed 5,830 pounds. The average catch ranged from 250 to 500 fish per haul. The approximate total catch of two of the four set seines located near Little Creek was 18,744 spotted weakfish, weighing 37,488 pounds.

WANTED:

A NAME FOR AN OYSTER

The North Carolina oyster is coming into its own again. A few years ago we began to conserve our oyster beds. Last year we began in a small way to replenish some of our depleted oyster beds. Governor Morrison is going to ask the next General Assembly for an appropriation of a half million dollars to literally sow the waters of the Pamlico and its tributaries with oysters, wherever they will grow. North Carolina is again to have a great oyster industry.

Now for a name for an oyster! We have got to have a name to identify the North Carolina oyster, just as Lynnhaven identifies the best oysters grown in Virginia waters. We have got to have a name for North Carolina oysters that will stand for the best in oysters and identify North Carolina oysters. The country is fed up on Lynnhavens, Horn Harbors Sea Tags, Cape Cods, Cherrystones and Blue Points. Let's have a Pamlico, a Carolina or some other oyster and make the name stick.—Elizabeth City (N. C.) Independent.

WANDERING SCHOONER RETURNS

After eighteen years of wandering in the different ports of the Gulf coast the schooner A. J. Murat has again returned to her home port, Apalachicola. During these years the schooner has had a varied career as a fishing smack and a sponger. She was built in Apalachicola eighteen years ago by that well-known boat builder, Warren Lewis, and named after that pioneer of the sea food industry, the late A. J. Murat.

She was brought to her home port from Tarpon Springs by Captain Birtis Carey who will use her in the shrimp and oyster trade for the Sea Food Products Company.

LOBSTER NOTES

LOBSTER NOTES

THE lobster question is one that is difficult to answer. This last month the catches have been very small and the fishermen have been getting between 50 cents and 60 cents a pound. The market was hurt slightly by the closing of the Rhode Island season.

The chief source of supply is coming from Maine and Grand Manan. Owing to the bad weather there have been very few lobsters from Massachusetts.

The pounds in Maine have only about one-half the supply they had last year.

The fishermen in Grand Manan are getting 75 cents apiece (averaging 1½ pounds each) for lobsters, but it is thought that this price will soon drop.

INTERESTING, ANYWAY

The following letter was clipped from the Liverpool (N.S.) Advance, of December 6. What do you think of it, men?

THE LOBSTER CLIMAX

Editor Advance:—Grand Manan and Maine are doing a rushing business in live lobsters. Soon as news from Ottawa told them that western Nova Scotia was closed out this winter, prices went up from 40 cents to 80 cents a pound to fishermen! Last year at this date fifteen cents was the highest quotation. The field is clear for those two places, and fortunes are being made in a few hauls. A man brings in today 20 lobsters. His check is \$16.00. Bait fell short on the Maine shore, and the scarcity of catches caused by it helped to boost the price. It is expected this week the figures will be 90 cents a pound, as the Grand Manan catch is slacking down. New York advises this morning forecast \$1.25 a pound for January. Nova Scotia south shore should start in then, same time as Digby, and get a share of it while it is going. No man remembers anything equal to it since

lobstering became a regular calling. Nova Scotia has missed its chance this fall.

M. H. NICKERSON.

Rockland, Maine.

CRIE DEFENDS FISHERMEN

Editor, Atlantic Fisherman: There seems to be some misunderstanding regarding the seed lobsters purchased by the state. I think many of the inhabitants have been led to believe that the dealers who have pounds to keep lobsters in as a storage basin, purchase the lobsters with eggs attached from Canada and then sell them to the state at an advanced price, because articles in the newspapers have seemed to convey that idea.

The dealers do not purchase any lobsters from Canada with eggs attached, but market lobsters without eggs attached are purchased from Canada and while they are in storage, eggs appear, so when the lobsters are taken from the pounds the dealers may find many lobsters with eggs attached. The state purchases them usually much under their real market value, and then the dealer generally waits from one to six months for his pay because the appropriation has never been sufficient to purchase all the egg lobsters and pay for them promptly.

The dealers are not in the egg-lobster business for the purpose of profiteering, neither do they use this as a means of extricating money from the state treasury. They store the lobsters in the pounds when there is a surplus and hold them until the demand exceeds the daily supply. Then when these lobsters are taken out of the pounds there is always a percentage having eggs attached and it has been the custom for many years for the Director of Sea and Shore Fisheries to order the lobsters purchased, weighed and marked as property of the state by punching a hole in the middle flipper of the tail, then liberated to hatch

naturally and thus increase the lobsters on the Maine Coast. Practically all the fishermen agree that there is no other way in which the lobsters will increase so fast as by this method of procedure.

The dealers are not parasites of the state appropriation for the purchase of egg lobsters, as some would lead the inhabitants of the state to believe, but are in reality doing more than any other class of men for the increase of the lobsters on the Maine coast. They should have every encouragement in this very essential work and instead of being discouraged they should have at least the market price for the egg lobsters which nature has thrust upon them, and they should be paid promptly.

There seems to be a tendency to try to belittle anything that will improve and develop the great fisheries of the state and the fishermen and dealers who are honest in their endeavors to help build a better and more profitable industry are doing so in order that a larger food supply may be realized at a cheaper price in the future. But anything which has a tendency to reduce the supply or anyone who persistently violates the fishing laws seems to be encouraged in almost every conceivable way.

Just as long as the daily papers and inhabitants continue to knock every honest endeavor to improve the fisheries and encourage the violator, just so long the inhabitants of Maine will continue to pay the long price for the fish they consume.

H. D. CRIE,

Director of Sea & Shore Fisheries
of Maine.

MAYFLOWER TO HAVE ENGINE

Sch. Mayflower is hauled up at Boston having an engine installed. Her skipper, Capt. J. Henry Larkin, has taken command of sch. Henry Ford, in the meanwhile, in the fresh haddocking industry. Capt. Clayton Morrissey, skipper of the latter craft is confined to his home with illness.

"MARKET YOUR FISH"

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"WHITE GHOST" PUTS RECORDS ASTERN

A PHENOMENAL run by the schooner Elizabeth Howard, 350 miles in 31 hours, took the Boston Fish Pier by storm November 25 when Captain Albert Piceo sent lines ashore from the "white ghost" and made fast. This burst of speed began on Emerald bank, off the coast of Nova Scotia, with a strong quartering wind that increased to gale force. For a two-hour period the schooner logged 29 knots and her average speed was better than 11 sea miles an hour. The trip had occupied 13 days and the schooner stocked \$3,000, each of the crew receiving \$100.

The Elizabeth Howard is owned by W. W. Howard of New York, the managing owners being Captain Ben Pine and M. J. Cooney of Gloucester. Although a candidate for international cup honors, she was beaten in the elimination trials to a select a challenger by the Henry Ford.

30 FISHERMEN RESCUED

French Trawler Sinks on Banks

THE Norwegian steamer Niels Nielson, which arrived at Boston December 14 with a cargo of coal, reports the rescue of 30 fishermen, survivors of the French trawler Augustus Leboude, about 150 miles to the eastward of Cape Race. Although the craft had a wireless outfit, it was not strong enough to carry an S. O. S. signal to the Nielson or any other vessel, but distress signals in the rigging were recognized and the steamer came as close to the craft as the boisterous northwest wind, blowing half a gale, would permit.

The trawler launched her own boat and in it tried to send over 12 men. Before they could be hauled aboard the Norwegian with lines, catch-as-can-catch, many oars had been smashed in fending off from the steamer's side and the pulling boat was more than half full of water. Later it sank but the dozen Frenchmen were safely yanked aboard the steamer.

They had been out 10 months from

Dieppe, fishing on the Grand Banks, and were bound home when foul weather descended on them and pretty near broke them in two. The hatches had carried away and consequently the hold was about full of water from above and from below.

After the loss of the Leboude's pulling boat, volunteers from the Nielsen lowered their own boat. Two trips were necessary to save the remaining 18 fishermen from the rapidly sinking trawler. A lot more oars were stove to matchwood in that little stunt.

By 12.45 p. m. the last man was off

the Leboude. She yawned clean in two. Both ends went below at 2 p. m. The 30 grateful Frenchmen were landed at Halifax.

"WOLVERINE"

Four Cycle Airless Injection

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D. N. KELLEY

FAIRHAVEN, MASS.

MARINE RAILWAY

We cater to Fishermen up to 100 tons on all kinds of marine work

Large Storage Facilities

Best Equipped Yard in Southern Massachusetts

STANDARDIZE BLOATERS

OWING to a steady decline in the net weight of smoked herring packed as bloaters for export, which condition has been leading to a rapid disintegration of the business, several wholesale handlers of bloaters in Grand Manan recently drew up the following agreement to standardize sizes and weights.

Seal Cove, Grand Manan, N. B.
August, 1, 1922.

In order to establish a uniform standard of measurement and contents the shippers of smoked herring in Grand Manan have adopted the following unit of measurement and contents for so-called Bloater Boxes of Smoked Herring for export, viz.: Length 19½ inches, Width 10¼ inches, Depth 5 inches.

These measurements being the inside dimensions of the box which will therefore hold on the above basis 999½ cubic inches of contents.

This standard to be enforced beginning with the herring of the catch of fall season of 1922. Due notice of the adoption of this standard to be sent to the Department of Marine and Fisheries at Ottawa, the Preserved & Salt Fish Dealers Association in New York, the various box shook mills, the fisher-

men of Grand Manan and to the buyers of these herring in New York and elsewhere.

As soon as it can be determined an average weight for this size and measurement box packed full of smoked herring of the catch of 1922, well cured and smoked, shall be arrived at and established for that average weight established for that season and thereafter the boxes shall be branded to contain that average weight. The fishermen, packers and dealers to engage to maintain that standard of weight and contents for the season of 1922. Thereafter, the average weight of a full box of herring shall be determined and arrived at in the same fashion of each year and boxes to be thereupon marked with such average weight of contents each season, according to the size and degree of fatness of herring well cured and smoked. It is agreed and understood that it is the intent and purpose of this agreement to continue to maintain the same standard size of the box and that in each year regardless of the size and fatness of the herring, the boxes shall be well and fully packed and this shall be the rule by which the average weight for each year shall be determined.

Boxes that do not comply with these

specifications as to dimensions and weight of contents or that do not contain sound well cured and smoked herring throughout, shall not be a good delivery and we pledge ourselves not to accept, trade in or ship such goods and agree to co-operate and advise each other if such boxes inferior as to measurement or contents requirements are packed or offered and to do all we can to prevent and suppress such practices, which shall be a violation of this agreement and if persisted in to report such violations to the Department of Marine and Fisheries for action so as to uphold the standard here established and that we respectfully ask support and co-operation of the Department of Marine and Fisheries and all others concerned to establish rules and regulations for the maintenance of standardization, so as to promote fair and equitable trade in this commodity for the benefit of this industry and the welfare and prosperity of this community.

In witness whereof, we have pledged our support to this agreement by affixing our signatures, on the day and date stated above.

Signed,

McLaughlin Brothers,
Fletcher N. Harvey,
Albert E. Cook,
Irvin Ingalls,
W. D. McLaughlin.

The Fishing Vessel Mart

CROSBY CABIN CAT

A subscriber wants to buy a good, sound, tight, big Crosby built auxiliary cabin cat. Will pay a liberal price for the right kind of vessel from 6 to 14 net tons. Must be sound and free from worms and in good structural condition. Address A B, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

45-FOOTER FOR SALE

Open boat with cabin to accommodate four men; 9 feet beam; 20 H. P. Kermath engine; speed, 9 miles per hour; whole outfit not 2½ years old. Address B B, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

SCHOONER FOR SALE

Now fishing. 14 net tons; length 53' 4". Built at East Boothbay. Brand new 48 H. P. C-O engine; hoisting winch, new seine and seine boat, and all modern equipment. Want an offer. Address B A, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

VESSEL WANTED

40 to 50-footer, staunch and seaworthy, with or without engine. Address A C, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

FOR SALE

27-foot whale boat; 7 feet beam; 7½ H. P. heavy duty Mianus engine. Price \$200. Address B D, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

FOR SALE

New 50-footer, launched in November; white oak with Georgia pine deck; 7 H. P. motor in her yawl boat. Full description on request. Will sacrifice at \$6,000. Address B C, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

42-FOOT KNOCKABOUT SLOOP FOR SALE

Seven years old; 20 H. P. Hartford engine. Picture will be sent on request. Address B E, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

SEARCH FOR FISHERMEN

The Coast Guard Cutter Kickapoo, Captain R. C. Weightman in charge, was asked by the Atlantic City Coast Guard Station recently to put to sea in search of several cod fishermen who put out of Atlantic City two days before and were still missing. It is understood that after the Kickapoo had cleared the coast that word was flashed from Atlantic City that the men had returned to that city. The naval radio at Cape May quickly sent out a call for the Kickapoo which was picked up by wireless operator Williams on board the coast guard cutter and the revenue cutter returned to port.

Last winter the Kickapoo and its gallant crew of heroes saved over two million dollars worth of maritime property off the New Jersey Coast, besides making heroic efforts to save the ill-fated men on board of the Steamer Northern Pacific which burned off Five Fathom Bank Lightship in February.

A small fish with a large head, which is found round the British Isles, and is known as the bull-head, has the power of barking to frighten off its enemies.

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DEALERS**GLOUCESTER**FISHERMEN'S
SUPPLIESEASTERN
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GAS ENGINES*"EVERYTHING FOR THE FISHERMAN"***L. D. LOTHROP & SON**
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MARINE HARDWARE
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FOR DEEP SEA FISHING

ESSEX

STEAM TARRED LINES

Manufactured by

MEARS IMPROVED LINE CO.Factory and Line Walk
Essex, Mass.Office
Gloucester, Mass.**NEW BOATS FOR NANTUCKET**

Two more new boats have been added to Nantucket's fishing fleet—sloops Hazel S. and Nobadeer—both well-fitted for the business. The Hazel S. was built at Rockport, Mass., for Capt. Louis Salisbury and is named for the skipper's daughter. She is 62 feet long and is equipped with a 46 horsepower oil burner engine. The Nobadeer was built at Friendship, Me., for Capt. Richard Stirnus and bears the name of the section of Nantucket island lying between Surfside and Tom Nevers. The Nobadeer is 54 feet long and is equipped with a 38 horsepower engine. Both boats have been built for flounder dragging and were fitted out at New Bedford.

WRECKED ON THE FEEJEES

(Continued from Page 12).

down to the town, or rather he followed me, keeping me ahead of him in the path.

When we came to the town I was horrified to see the savages all painted and armed similar to what they were at their first landing, but looking much more frightful to me. They all stood in a circle, and seated in the centre on the ground. My old friendly chief was sitting a short distance from the circle repairing some of the rigging to his canoe, to app appearances wholly unconcerned as to what was to be done with me. One of them went to him and asked him some questions, which he answered without even raising his eyes from his work. This was repeated several times.

JOHN CHISHOLM & SON

Manufacturers of

HIGHEST GRADE

Tarred Lines

Seines, Nets and Trawls

Fishermen's Supplies

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**STODDART'S
STEERING APPARATUS
WINDLASS OUTFITS**

and

**7 h. p. FAULTLESS
DECK ENGINES**

ARE STANDARD EQUIPMENT

Among Vessels Recently Equipped are
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and Schooner Yacht MARINER

Scores of other installations

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Tents and Covers**United Sail Loft**

Railway Ave., Gloucester, Mass.

We take boats directly from the builder and equip them ready for the sea
Boats Overhauled

M. J. COONEY, Manager

Telephone Connection

After about an hour spent in consultation, during which the chiefs of the party appeared perfectly cool, but the common people manifested considerable excitement, swinging their clubs and looking as though they would like to have a crack at me, they all left and went to their canoes.

The old chief immediately came to me and spoke kindly, but I could not understand a word he said. He made me understand, however, that I was now his son, and as such he treated me all the time I remained with him.

The next day our visitors left, much

to our satisfaction. I say our, as the islanders were no more fond of their company than I was, and I believe as much regretted what had been done as if it had been part of their own tribe that had been killed. I several times endeavored to learn some particulars in regard to the massacre, but they did not wish to talk about it and would only say that they had nothing to do with it. I did not understand their language and could only learn from them what they were disposed to tell me by signs.

(To be continued.)

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SCOTCH AND HOLLAND
HERRING

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Provincetown, Mass.

Portland and Vicinity

By C. A. FRANCIS

November 7.—Schooner Albert Black arrived today with 30,000 pounds of mixed fish, Albert D. Willard with 15,000 pounds, and Martha McLean with 7,000 pounds.

Fish prices today are: Cod, \$2 to \$3; haddock, \$5; hake and pollock, \$1; eusk, \$1.50 per hundredweight.

November 8.—Schooner Richard arrived today with 30,000 pounds of

mixed fish, Eleanor with 17,000 pounds, Lochinvar with 15,000 pounds and sloop Georgia Bowden with 6,000 pounds, and schooner Christie Cox with 15,000 pounds of large mackerel.

November 9.—No arrivals today. The sardine season is about done here after a poor season, fish being scarce about all the time the factories were open.

November 15.—Schooner Albert D. Willard arrived today with 9,000 pounds of mixed fish and schooner Catherine Burke, of Gloucester, from the Cape Shore with 13,000 pounds of large mackerel.

It is not very often that you can

SHIP TO SAMUEL CAHOON

Wholesale and Retail Dealer in

Fish and Lobsters

WOODS HOLE - MASS.

Telephone Connection 660-661

go on to the fish wharves in Portland on November 15 and see a vessel discharging a trip of large mackerel, but such was the case today. The vessel will go to Gloucester to haul up.

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AND
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Awnings and Tents. All Kinds of Canvas Goods
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PORTLAND NET & TWINE CO.

C. A. FRANCIS, Manager

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Seines, Nets, Traps and Weir Twine,

CORKS, LEADS AND SECOND-HAND NETTING

End of Widgery's Wharf, Portland, Maine

CAPTAIN OLSEN DEAD

His first illness in 25 years proved fatal to Captain Thomas Olsen, widely known in local maritime circles. Captain Olsen, who was 65 years old, died at his home, Main street, Hull, after an 11-day siege of pneumonia. He was a retired lobster fisherman, and for the past 10 years had been captain of a private yacht.

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12 COMMERCIAL WHARF
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STANDARD FOR SEVENTY YEARS

BURNHAM'S TARRED LINES

(Ask the Captains who use them)

GOLD MEDALSeine Twines
and Cotton Netting**"Service and Satisfaction"****A.N.&T.Co.'s (Linen)**Gilling Threads
and Netting**THE LINEN THREAD COMPANY**NEW YORK
BALTIMOREBOSTON
CHICAGOGLOUCESTER
SAN FRANCISCO**TRAWLER HIT BY UNKNOWN TRAMP**

GROSS disregard for human life is charged against the navigating officer of an unknown tramp steamer that collided with the trawler Ripple in south channel last Monday, almost sinking that vessel and jeopardizing the lives of 22 men. The Ripple reached the fish pier at South Boston December 21, and Capt. Patrick Collins immediately reported the incident to the Bay State Fishing Company of Boston, owners of the trawler. The circumstances will be brought to the attention of the United States inspectors of steam vessels.

The Ripple was dragging her trawl

on the grounds between Cape Cod and Georges at 3:30 A. M. when the lookout descried a steamer approaching from dead astern and heading in a southwesterly direction. On deck were half the Ripple's crew, and others either asleep in bunks or dozing about the forecabin. Men below were warned of danger as the tramp, with momentum apparently unchecked, crashed against the Ripple's starboard side 30 feet abaft the bow, the impact forcing the trawler's port side under until water was up to hatches and pouring into the engine room and the 'midship living quarters.

Thrown From Bunks

Men were thrown from bunks. The

engine crew and stokers were hurled against moving machinery or superheated metal, but none was seriously injured.

The stranger, evidently of large tonnage, tossed the Ripple out of her path and was swallowed up in blackness. Distress signals were sounded on the whistle of the leaking trawler, but the tramp did not put back.

Pumps were started on the Ripple and she headed for Boston. Head gales were encountered and the trawler's progress was hardly more than snail's pace until the wind and sea diminished. As she drew alongside the pier the huge dent in her side told of her narrow escape.

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FISHERMAN**BOSTON**SUPPLIES
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BOAT-BUILDER**SHIP BALLAST
MOORING CHAINS**Pig Iron, Scrap Iron and Metals
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NEPTUNE

Rubber boots *can* be made comfortable as well as sturdy. When you're "living" in your boots, you will find Neptune both easy and durable. At least

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Sail away under the protection of Bay State Marine Paints—one for every part of the ship; 80 years of service on the seas prove them superior. Ask about Bay State Copper Paint for wooden bottoms. Write for information about the complete line, and Booklet No. 53.



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**PROTECTION NEEDED TO SAVE
WHALES**

IF the killing of whales continues at the present rate they will be exterminated before another decade, is the warning given by Sir Sidney F. Harmer, F. R. S., director of the Natural History Department of the British Museum. Recent investigations carried out in the whaling areas have revealed this alarming condition, he says.

The whaling industry has survived since the time of Alfred the Great, despite the fact that there has never been a year known when scores of boats did not leave the ports of England, France, Spain, and Scandinavia to hunt the sea animals, Sir Sidney declared in a recent address in which

he urged legislation against further hunting of whales.

The Greenland variety of the whale is already thought to be extinct, and the hunting of the last few years has been confined almost entirely to the Southern Seas.

The profits derived from the killing of these cataceans are enormous, and they increase yearly as the retail price of the oil and bone increases. A fair sized whale has a ton of whalebone in its mouth, which alone is worth \$10,000. It also produces about thirty tons of oil worth about \$100 a ton. In the season of 1915-16 the oil production from Antarctic whaling stations was 654,000 barrels, or about 94,000 tons.

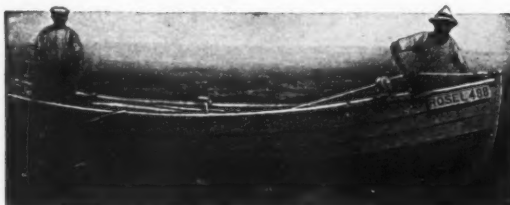
During the war this oil was recognized as of vital importance in the

manufacture of nitro-glycerine. It is now used in the making of soap.

The principal whales caught today are a species of rorquals, or fin-whales; the blue whale, and the sperm whale. The latter, the hunting of which is principally confined to Americans, not only give sperm oil, but often contain ambergris, which is sold at \$20 an ounce and used in the perfumery trade. The oil used for lubricating the wheels of watches comes from the dolphin, and is the finest oil known.

We have carefully collected and indexed catalogues and other information from manufacturers of articles used in the fishing industry.

There's no charge for this service, and we assure you that we can help you.



A FISHERMAN'S MOTOR

The new models "N J M" Motors, No. 5, 10-15 h.p., at \$375 and No. 6, 15-20 h.p., at \$500, complete (parts interchangeable with Ford) are, we believe, the greatest motor values ever offered to fishermen.

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NATIONAL FISHING EQUIPMENT EXPOSITION



COME—It's the Fishermen's Own Show

Here is the Biggest Chance We've Ever Had to Get Together: to be Shown a Royal Good Time and to Compare the Real Values of Every Kind of Gear and Equipment

From "Novy" they're coming—

From Maine to the Delaware.

Here's every fisherman who doesn't stand squarely in the way of better times.

For the first time in history the fishermen of the Atlantic have a real chance to shop around.

After all, there are but two kinds of fishermen—Those who go out of their way to get better equipment and see what's going on—and the others who won't help themselves to Better Times.

Fishermen want Progress. Come—and bring every able-bodied man. Plenty of docking at the Exposition Pier.

BOSTON

LAST WEEK IN MARCH
FIRST WEEK IN APRIL

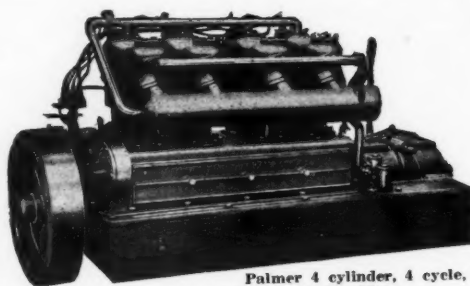
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Marine Motor

PALMER Engines are manufactured in three types—two cycle single and double cylinder type, four cycle medium duty type and our heavy duty type. Palmer Engines are manufactured from 2 to 85 horsepower. 1 to 6 cylinders.

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CHASE WILD MACKEREL

Mackerel, too wily to be caught, gave seiners a long chase off the coast of Nova Scotia recently, and the fish were moving in a body several miles in extent. Skippers aver they never before saw such wild fish, and Captain Webber of the Stiletto, that wrapped a net about a pod of stragglers, thought himself extremely lucky. Among schooners that chased the main body of mackerel were the Catherine Burke and E. E. Gray, but their auxiliary motors were no match for the slick-bodied scooters. The Stiletto returned from a four weeks' cruise and landed 35,000

pounds of fresh and 14 barrels of salt mackerel, reporting that the season is over.

EVENTUALLY FISH

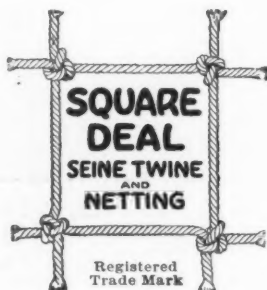
An alluring picture of New York city populated by 25,000,000 hungry people—with farmers unable to supply their food requirements, and every day become a fish day—was dangled before the Middle Atlantic Fisheries Association recently by Dr. Royal S. Copeland, New York City health commissioner and United States Senator-elect.

"When that time comes," he said,

"there won't be enough farms or farmers to raise the city's supply of food. The people of the future will have to be fed from the limitless supply of the sea.

"The fishing industry," he said, "should be one for seven days a week and not for one."

Reporting the mysterious loss of one of her crew, schooner Ralph Brown, commanded by Captain Alvaro P. Quadros, engaged in shore fishing, put into Gloucester December 18 with her flag at half mast for the loss of John P. Quadros, a brother of the skipper.



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They are instantly and completely recharged by simply unscrewing the cover and inserting a spare Magno charge. "Spares" will never run down prior to inserting in battery. They may be kept indefinitely right in the boat—hence you always have dependable battery current on hand.

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